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GOVERNMENT DOCUMENTS

PROPOSAL FOR
NEW BUS TERMINAL
HAMILTON, ONTARIO

F. W. WOODCOCK & ASSOCIATES LIMITED

PROPOSAL FOR

NEW BUS TERMINAL

HAMILTON, ONTARIO

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WOODCOCK
PROJECT MANAGERS

The Toronto Area Transit Operating Authority (TATOA) invited the submission of proposals to build and lease a Bus Terminal for their purposes in Hamilton, Ontario.

This proposal submitted by F.W. Woodcock & Associates Ltd., and prepared in co-ordination with Anthony Butler Architects and DeLeuw Cather Canada Limited, traffic consultants is for a 20 bay bus terminal under a one storey extendable parking garage to be built on land owned by the City of Hamilton bounded by John Street, Catharine Street and Rebecca Street in the downtown area of the City of Hamilton across from the present bus station.

It is proposed that the land be leased from the City by F.W. Woodcock & Associates Ltd. for a 25 year term with the lease subordinated to the mortgage.

It is proposed that the bus terminal be leased by TATOA from F.W. Woodcock & Assoc. Ltd. for a 25 year term.

It is proposed that at the expiry of the 25 year lease term the property and the building will revert to the Corporation of the City of Hamilton and that a lease agreement between TATOA and the City of Hamilton beyond the initial 25 year term be negotiated either at that time or by pre-agreement.

Proposed Land Lease Agreement

It is proposed that the parcel of land bounded by John Street, Rebecca Street and Catharine Street in the City of Hamilton being approximately 200 ft. by 300 ft. in size and presently being operated as a surface parking lot, be leased to F.W. Woodcock & Associates Ltd. by the City of Hamilton for a 25 year term for an annual sum of $1.00 and indirect and long term benefits and in return for the use, operation and total benefits of a 1 storey parking deck over the site with an approximate capacity of 160 cars.

The City would look after and pay for all maintenance, repair,building upkeep, and operating costs of the parking deck and ramps as well as pay 1/2 of the annual municipal property and business taxes.

The City will provide a ticket booth and any other operational equipment necessary to operate the parking.

The accrued benefits to the City would include:

- income from parking on the property (1979 estimated net of $110,000)
- possibility of increasing future income by expanding parking floors when justified by increased markets.
- development catalyst in this downtown area
- increased direct tax income from the property
- outright ownership of all buildings in 25 years with further income through the lease of the Bus Terminal

Conditions of the Lease Agreements

1. The proponent will take out property and liability insurance to cover all parties. Insurance will be paid for in the ratio of 2/3 by TATOA and 1/3 by the City over and above the lease amounts. Anticipated annual premium at present rates would be about $3,600.00.

2. Should the City desire to increase the parking capacity on the site, the lease agreement between the City and the proponent will be subject to renegotiation relative to the financing of the additional parking structure and corresponding changes in the lease cost arrangements and proportional tax payments. Any resultant increase in the City's tax share will dictate a corresponding decrease in TATOA's tax share.

Conditions of These Proposals

1. Any portion of these proposals is conditional on the acceptance by all parties of all portions of the proposal.

2. This proposal is conditional on F.W. Woodcock & Assoc. Ltd. being able to arrange financing for $2,400,000 at 13% for a term of 25 years and that the land lease will be subordinate to the mortgage and that the City of Hamilton and TATOA will provide such information as is necessary to secure the financing agreements.

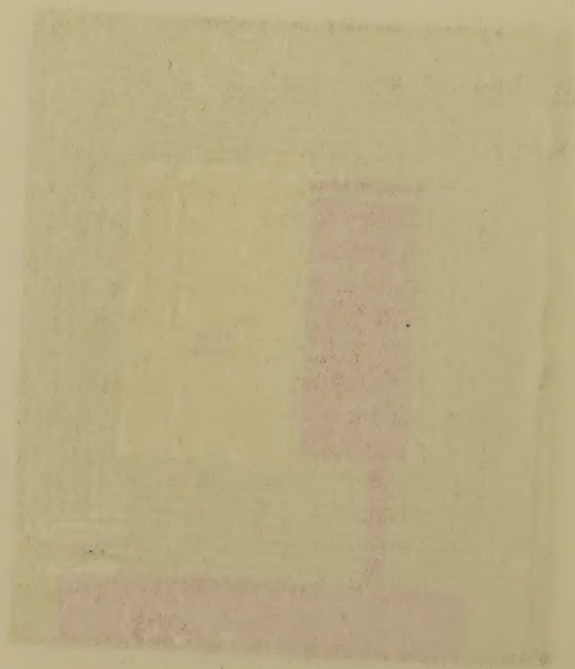
3. Should the building requirements be changed from those shown at the option of TATOA and/or the City, and should such desired changes dictate a change in cost, the proposed financial agreements will be adjusted accordingly.

4. This proposal is open to acceptance until and including the 29th day of February 1980.

F.W. WOODCOCK & ASSOCIATES LIMITED

Signed R. Bonker

Title Executive Vice President



OUTLINE OF HAMILTON BUS TERMINAL SCHEME

Proposed is a one floor extendable parking garage structure probably of pre-cast concrete constructed over a 20 bay bus terminal.

The bus terminal would consist of two story load bearing "core" sections at either end with a glass and aluminum enclosed waiting/circulation area between.

The larger core area would contain a restaurant, BPX office and ticket sales on the ground floor with public washrooms, drivers lounge and ancillary office space on the mezzanine level. The two levels and the parking floors above will be served by an hydraulic elevator and stairwell.

The small core at the other end would contain a stair and elevator to service the parking levels above. There would be mechanical space in this core.

The bus station areas would be heated and air conditioned. Lighting would be flourescent with accent lighting where desired. Lighting in public areas would be low intensity. Lighting to bus tarmacs would be code intensity in mercury vapour. Lighting to parking garage would be as per code requirements, in basic mercury vapour.

Garage floors and tarmacs will be drained to storm sewers. There will be water and drainage systems to washrooms and restaurant. There will be a stand pipe system to serve the terminal and the garage floors.

Slab on grade will be an 8" doubly reinforced 4500 lb. concrete slab sloped to drains with a broom finish and a 2 coat concrete protection system against water, salt and frost damage.

Garage floor slabs will have a 3" 4500 lb. waterproof concrete topping complete with crack protection system, expansion joints and 2 coat barrier system. Topping system will be machine applied. sloped for water run-off and guaranteed for 5 years under a regular maintenance program.

Finishes of Bus Station

Floors:
- concrete to bus tarmac with protective finish
- painting to curbs and traffic lines in bus tarmacs
- epoxy terrazzo to public interior areas and washrooms
- commercial carpet to all office and express areas
- restaurant unfinished
- stairs, steel, concrete treads painted with accent colours

Walls:
- coloured split concrete block
- exposed concrete columns
- plastic laminate areas high on walls for signage etc.
- aluminum and glass window walls and entrances anodized and double glazed
- glazed tile 2 x 2 on washroom walls
- restaurant unfinished
- windows to some mezzanine areas

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Ceilings:
- bus tarmac - exposed concrete T system of garage
- waiting areas - lay-in 2 x 4 tile
- washrooms - drywall
- office areas and rest. 2 x 4 lay-in

Equipment and Sundries Included

- signage for gates, washrooms, telephones, tickets, restaurant etc.
- building identification signage
- ticket booth (p. lam & glass)- (newstand not included)
- telephone stands - 30 to 40 units
- lockers (by concession from Canadian Locker Co.)
- toilet partitions
- BPX counter
- washroom accessories
- departures/arrivals board

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